

Informational Meeting Notes
Lewisburg Pike Widening
July 1, 2008 at 5:00pm

In 2007, the City of Franklin hired Clinard Engineering Associates (CEA) to develop a Transportation Planning Report (TPR) for improvements to Lewisburg Pike (S.R. 106) from Mack Hatcher Parkway to Goose Creek Bypass. The TPR, part of the Planning Stage, is the first step required by the Tennessee Department of Transportation (TDOT) for improving a state route. After Planning, the remaining steps are Environmental, Design, ROW, and Construction. At this time, any improvements to Lewisburg Pike are being initiated by the City, but must still be approved by TDOT.

While a Public Meeting is not a requirement by TDOT during the TPR process, the City chose to hold an Information Meeting early in the life of the project to get public feedback prior to any decisions about the alignment, typical section, or other roadway features being finalized. The meeting was held on July 1, 2008 in the City Hall Boardroom to discuss the TPR and the planning of improvements along the corridor. After a brief introduction of the project by Eric Gardner, Director of Engineering, a power point presentation was given by CEA. Following the presentation, the public was given the opportunity to make comments and ask questions about the project.

Power Point Presentation provided by Tom Clinard at Clinard Engineering

- The purpose of the meeting was to provide the public with information about the project and to solicit information from the public.
- This is the first stage in improving a state route.
- The project is being initiated by the City and is part of the City's Major Thoroughfare Plan and the MPO Long Range Transportation Plan.
- The project needs are:
 - Provide additional traffic capacity
 - Reduce delays and congestion
 - Reduce local interstate traffic
- This project is split into 3 sections as follows:
 - Section 1) From Goose Creek Bypass to Old Peytonsville Road
 - Section 2) Old Peytonsville Road to Bowman
 - Section 3) Bowman to Mack Hatcher Parkway
- There are two typical sections being studied as part of the TPR:
 - Option A) Five Lane Roadway in a minimum 97-foot right-of-way (ROW)
 - Option B) Four Lane Roadway with a raised median in a minimum 130-foot ROW

Questions and Comments from the Public during the Meeting

Richard Berg- 608 Hunt Court (Hunters Chase HOA)

Q. Who will fund this project? City, State?

A. The City of Franklin has only approved funding for producing a TPR for improvements to Lewisburg Pike. Section 1 is currently being designed as part of

the Berry Farm development. Design and construction of Section 1 will be funded by the development as part of its Planning Commission approval requirements. At this time, no funding has been appropriated beyond the Planning Stage by either the City or the State for the other sections.

Q. And how will this affect the county?

A. Section 2 is entirely within the jurisdiction of Williamson County. No work beyond the Environmental Stage will be done unless it is annexed into the City or it is funded by either TDOT or the County.

Q. Why is this project being Fast Tracked?

A. The term "Fast Track" came from a Newspaper article, not from the City or TDOT. The project is not being Fast Tracked. Improvements to Lewisburg Pike have been planned as part of Franklin's Major Thoroughfare Plan (MTP) and the Nashville Metropolitan Planning Organization (MPO) for some time now. The MPO has earmarked the project to be completed by the year 2016. Preliminary Design was scheduled to begin in Fiscal Year (FY) 2009 as part of the City's Capital Improvements Program (CIP). Prior to the FY 2008 budget being approved, a Town Hall meeting was held in Ward Three. Due to public desires for road improvements in the Ward, including to Lewisburg Pike, Preliminary Engineering for Lewisburg Pike was included in the FY 2008 budget. As a result, the planning for improvements on Lewisburg began and the TPR was drafted.

-Priority should be Mack Hatcher Parkway.

Q. City's priority between Mack Hatcher Parkway VS Lewisburg Pike also North VS South?

A. Mack Hatcher Parkway is a priority. As was stated earlier, Planning is the first stage for improvements to a state route. A TPR (formerly known as an APR) has already been completed for Mack Hatcher Parkway. Another step in the Planning Stage that is not required for all state routes is Context Sensitive Design (CSD). The CSD step for the entirety of Mack Hatcher Parkway has been completed and design has begun on the section being extended between Hillsboro Road and S.R. 96 West and the section being widened between Franklin Road and S.R. 96 East.

Q. How can we get on a distribution list for all correspondences including all reports, meetings, agendas and other information concerning this project? Can it be put onto the city's webpage?

A. There is not a distribution list for all correspondences for any project. All correspondences are available at the City Engineer's office for review by the public. Copies of material can be made per City Ordinance. Final Reports, minutes, agendas, and other pertinent information can be added to the City's webpage. This TPR was not placed on the webpage because it was only in draft form. The final report being submitted to TDOT is now available on the webpage.

Q. Can the HOA be on the distribution list of meetings?

A. There has been an effort by the City in the past to get annual updated HOA information. Any HOA or individual wishing to be on a general City distribution list will need to contact Monique McCullough or the Planning Department.

Q. Will Lewisburg be a restricted truck route?

- A. The City cannot restrict trucks on a state route. The City has asked TDOT in the past to restrict truck traffic on certain state routes or sections of a state route but has been denied. Because the City was unable to restrict truck traffic, all state routes have been designated as Truck Routes in an attempt to keep truck traffic off downtown or other local streets.
- Q. What is the process to change that?
- A. There is not one. The City has asked, but has been denied. It would need to be taken up a state level. It may take contacting your state representative to get anything changed by TDOT.
- Q. This study is missing 3 streets including: Gardner Lane, Hunters Chase Drive, and Moores Landing. Why were they not included? And how would these streets cross a median?
- A. The streets were not included because, as a cul-de-sac, they do not grow in traffic. They have now been added to the final report. Median openings would likely be located at most street intersections, including these intersections. Median opening locations are not looked at until the Design Stage.
- Q. Homes in the 500ft corridor have a potential of being relocated? Will you identify which ones would be impacted and can we have that list?
- A. At this point, it is too early to say which houses may be relocated. This will not be known until a typical section is selected and an alignment is set in the Design Stage. Being inside of the 500-foot corridor only sets a limit on the area where the Planning and Design of the project currently is being looked at. Generally, two-lane major roadways or state routes have the potential to be widened. This leaves many homes adjacent to the roadway as having the potential to be impacted or relocated when future improvements are made. During the Design Stage, every effort to keep the improvement impacts to a minimum will be made. It is possible that the improvements will be made symmetrically along the existing roadway and a large portion will be constructed within the existing roadway.
- Q. Let's say 50 homes are identified and half are impacted and have the potential to be relocated as of today does everything in 500ft corridor have possibility of being relocated?
- A. See answer above.
- Q. So if I went to the centerline of the road and went 65ft on either side of the road would each house be moved?
- A. Not necessarily. Again, this will not be known until a typical section is selected and an alignment is set in the Design Stage.
- Q. Funding for the next step is what?
- A. At this time, funding is not appropriated for any further work on Lewisburg Pike. It is in the City's CIP for the Environmental Stage and Preliminary design to begin in FY 2009. It will be up to TDOT or the Franklin Board of Mayor and Aldermen (BOMA) to determine when funding for the next step will be appropriated.
- Q. Can you place minutes of this meeting on the city website?
- A. We do not have a minute taker at this meeting we are just taking notes. The notes will be placed on the website.
- Q. Can we get on the State distribution list?
- A. Will need to contact the State to be on any distribution list that they have.

Denise Barone- 1191 Lewisburg Pike

- Q. With this study, if sections have mostly land on one side and houses are on the other, will you go toward open land rather than taking houses?
- A. At this time it is unknown as the alignment will not be set until the Design Stage begins. The design of the alignment will attempt to minimize the impact to properties while still providing a safe and reasonable road.
- Q. Who designates a historic house?
- A. Historic houses are generally those that are on a historic registry. Detailed historical, archeological and ecology studies will be performed during the environmental phase to determine what resources are within the project limits.

Glenn Adams- 2401 Douglas Glen Lane

- Q. What is the existing ROW on Section 2?
- A. The existing ROW is generally 60-feet wide between Bowman Road and Old Peytonsville Road.
- Q. Does the City plan to annex area? Does it coincide with the widening?
- A. Because the area is within the City's Urban Growth Boundary (UGB), the City does plan to annex the area sometime in the future. The timing of the annexation will be determined by BOMA and property owner input. The widening of section 2 will not take place prior to annexation unless funded by TDOT or the County.

Hugh Tharpe- 507 Ellington Drive

- Q. What is the level of service (LOS) in traffic rating?
- A. Service E
- Q. After Construction?
- A. Service A for the roadway. Please see Tables 8 and 9 for the LOS of individual intersections. All intersections will be at an acceptable LOS (LOS D or greater) with the exception of Dallas Boulevard in the Base Year of 2013 with the improvements. All intersections will be at an acceptable LOS with the exception of Dallas Boulevard and Bowman Road in the Design Year of 2033 with the improvements.
- Would like more notice of meeting. Notice of the meeting was done per City policy. Anyone wishing to be on a general City distribution list about meeting notices will need to contact Monique McCullough or the Planning Department.
 - Widening is good and necessary.
- Q. If fast tracked will it be done sooner than 2016?
- A. It will depend on approval of funding. The City has tried to move some projects along on a pace faster than TDOT. Work on state routes still moves at a pace dictated by TDOT as there are still processes to be followed and approvals made by the state.
- Q. What is the coordination with the County?
- A. Representatives from the County Planning and Highway Departments have been made aware of the TPR during the development of the study and participated in the TPR Field Review. It will be a BOMA decision to do any work on Section 2, which will take coordination with the County. The other sections can be worked on without any County approvals.

- Q. Does the City of Franklin plan on taking control of funding to speed up the process?
A. It will depend on BOMA's approval of the CIP and capital budget.

Will Cedzich- 516 Justin Drive

- The advertisement in the paper on June 8th was unsatisfactory and very small. The advertisement was done per City policy. It was later shown by another speaker exactly what was advertised in the paper.
 - I recall the truck route was designated in 1991 by the state, why can't it be reversed. It makes more sense to send truck traffic down 96. The City cannot restrict trucks on a state route. The City has asked TDOT in the past to restrict truck traffic on certain state routes or sections of a state route but has been denied. Because the City was unable to restrict truck traffic, all state routes have been designated as Truck Routes in an attempt to keep truck traffic off downtown or other local streets.
- Q. Lobby on behalf of citizens to change it.
A. The City has asked TDOT in the past to restrict truck traffic on certain state routes or sections of a state route but has been denied.
- It's unbelievable that you can take a section of road and make it a LOS A by adding a couple of lanes. Based on the Traffic Study, the entire corridor will be a LOS A with the proposed improvements. Please see Tables 8 and 9 for the LOS of individual intersections.
 - I would like to see more information of noise mitigation in this study. Noise mitigation will be studied in the Environmental Stage.

Betsy Hester- 112 Valley Ridge Road (Williamson County 2nd District)

- Liked to have gotten a hard copy of report. Hard copies of the report were not issued because of the cost to reproduce the large document. The final report is now available on the website.
- ROW should be taken from Berry Farms. ROW for section 1 is dedicated on the Berry Farms property per the development approval requirements.
- Understand the need for widening Lewisburg because the traffic from Berry Farms will go through Green Valley.

Susan Harlan- 1312 Lewisburg Pike

- I'm a teacher and I drive Lewisburg to 840 everyday.
 - Traffic at Peytonsville Road and Lewisburg Pike have backed up to 840 before.
- Q. Why not widen other side?
A. A side for the widening will be evaluated during the Design Stage. The widening of section 1 is on the Berry Farms side.
- Q. Hard and fast rule about TDOT taking historic property?
A. TDOT generally will not take historic property unless it is shown that it must be. The reason the study area is so wide (500-feet) is to allow the alignment to shift around historical properties and other environmental features.
- Q. Is the strip of land for widening being done because of Berry Farms?
A. The widening is being done because of the existing and future traffic along Lewisburg Pike. Some of the future traffic will be due to the Berry Farms

development along with other currently planned and unplanned developments in the region.

Kerry Powell- 1174 Lewisburg Pike

-Widening will lose quaintness of Franklin. Improvements are being planned to improve existing and future congestion along Lewisburg Pike. Sometimes a negative aspect of road improvements is losing the quaintness and calmness of a particular area. During this study, or any road improvements study, analysis and detail must be paid to see if widening the road is the best answer. At this point, this has not been answered yet.

-Widening to 4 lanes will make traffic worse. I would like to leave it 2 lanes. From a capacity standpoint, it will improve traffic. Improvements may redirect more traffic along Lewisburg Pike, especially during congestion along adjacent routes such as I-65 and Columbia Pike.

- Silly to say this project is not being done because of Berry Farms. The widening is being done because of the existing and future traffic along Lewisburg Pike. Some of the future traffic will be due to the Berry Farms development along with other currently planned and unplanned developments both in the City and outside. The project is not being done solely based on Berry Farms.

- Aesthetic beauty will be taken if we widen. The City takes pride in making sure that aesthetics are not overlooked on its projects. Examples of this can be seen on the recently completed McEwen Drive interchange and Carothers Parkway projects.

- Not a safer road with 4 lanes because people will drive faster. Design speed will be a key factor in the Design Stage. The posted speed will be the same or lower than what is currently posted for Lewisburg Pike. Whether the road has 2 or 4 lanes, speeding should be controlled through enforcement of the traffic laws by the local police and sheriff departments.

Q. Henpeck Market parking taken?

A. Loss of any parking will not be known until the Design Stage.

- If Lewisburg Pike is a level E then Columbia must be a W. The LOS for Columbia Pike is at least as bad as Lewisburg Pike, if not worse. Improvements to Columbia Pike are already underway. The TPR for Columbia Pike has already been completed.

Mike Skinner- 258 Sontag (3rd Ward Alderman)

- I want to thank Monique McCullough for getting the word out about this meeting.

- Sorry for the information not getting distributed.

- Would like information to be distributed to alderman including meetings.

- Improvements to I-65 from S.R. 96 to 840 coinciding at same time would be bad. The improvements to I-65 are further along in the process than Lewisburg Pike. Design of the widening of I-65 is currently underway by TDOT.

- Coordination with county.

County representatives have already been made aware of the study. County employees that attended the TPR Field Review were Joe Horne, Greg Ball, and Eddie Hood.

Q. At what point will final design be approved?

- A. It will depend if the project is funded entirely by the City or there is state and/or federal funding. Design for similar City funded roadway projects takes approximately 1-2 years. If there is any state or federal funding, the design could take longer.
- Q. Can we be notified?
- A. There will be at least 2 more public meetings before design is completed on this project. There will be BOMA and public input into the final design.
- Q. Are we funded for the Environmental Study?
- A. Funding for the Phase I Environmental Site Assessment has been approved to be completed in CEA's scope of work. This is only one of the technical studies performed as part of the Environmental Document phase. No other funding is in place at this time.
- Q. Goose Creek to Old Peytonsville will be paid for by Berry Farms?
- A. The developer of Berry Farms will provide the design and construction of section 1. They are also required to make improvements to Goose Creek Bypass between Lewisburg Pike and the I-65 interchange. Per City Ordinances, the developer will be eligible for offsets to road impact fees based on the costs incurred for road improvements.
- Q. What concerns me is the planning puts properties in limbo. What can we do for the homeowners?
- A. Continuation of the project, including design. Until the design is completed, final analysis of the impact to properties will not be known.
- Q. We won't have a final design until all properties have required ROW?
- A. Final design of the alignment will be completed prior to ROW acquisition. ROW and easements cannot be acquired until the majority of design is completed.
- Q. Nothing in report of Moore Elementary?
- A. We will still have school patrol.
- Q. Dallas Downs access will still be even with anything we do here?
- Do we need to consider signalization? It will be analyzed during the Design Stage.
 - Why would it not be included in the project? Intersection analysis, including possible signalization will be done in the Design Stage.
 - Would like better job of advertising for meetings. The advertisement of the meeting was done per City policy. It will be a BOMA decision to change this policy.

Kerry Powell- 1174 Lewisburg Pike

- Q. Berry Farms will be required to do what part?
- A. Design and construction of section 1.
- Q. Time line for Berry Farms?
- A. We will attempt to get this information from the developer of Berry Farms.
- Q. Do you anticipate that part of Lewisburg to be complete before Berry Farms is complete?
- A. The development of Berry Farms has a hard stop until Section 1 is completed. The development is not tied to the rest of the improvements of Lewisburg Pike. It is anticipated that Section 3 will be completed prior to Berry Farms being completed. It is unknown at this time when Section 2 will be completed since it is outside of City control.

- Q. Has Berry Farms chosen option A or B?
- A. Engineers for Berry Farms have met with City Engineering staff. They are being required to build section 1 using the typical section for option B. It is the approved section in the City's Street Standards for this type of roadway.
- Q. Will Berry Farms be completed before the rest of it?
- A. See answer above.
- Q. Widen Mack Hatcher before Lewisburg Pike?
- A. Mack Hatcher is further along in the project process than Lewisburg Pike. It is anticipated that improvements will be made to Mack Hatcher prior to Berry Farms being completed.
- Project is being driven by Berry Farms. See previous answers.
- Q. Why don't we make improvements at the same time?
- A. The improvements to Mack Hatcher, Columbia Pike, Lewisburg Pike, I-65 and other projects will be a significant cost. Priority will be given to the projects based on available funding along with project need. The projects will also need to be coordinated so that not all are under construction at the same time. Currently, the other projects are further along in the process than Lewisburg Pike.

Richard Berg- 608 Hunt Court (Hunters Chase HOA)

- Columbia has a higher traffic count than Lewisburg. True
- Columbia and Mack Hatcher should be done before Lewisburg. Columbia Pike and Mack Hatcher are further along in the process than Lewisburg Pike. If there aren't delays on the other projects, they should be completed prior to Lewisburg Pike.
- Q. Can this project be split up? Can Goose Creek be done separate from the rest of Lewisburg Pike?
- A. The planning of the project is being looked at together. Future stages can be done in phases.
- Q. Is the Environmental part of this process where you choose which houses are impacted?
- A. Design is the Stage where impact to properties will be determined.
- Q. Can you tell us 80% sure that a house will be taken?
- A. No, not until the Design Stage.
- Q. Will the environmental tell us whose homes will be taken?
- A. No, not until the Design Stage.
- Q. When will we know what houses will be taken?
- A. The Design Stage.

Bill Minshall- 1175 Lewisburg Pike

- I have been in the City of Franklin for 35 years and I am no lover of the City of Franklin and its administration but if my neighbors would look at the legal advertisements (He pulled out the advertisement he cut out of the June 8th Tennessean) in the paper then on June 8th, they would have seen the advertisement for this meeting.
- Traffic is worse on Columbia than Lewisburg Pike. I have seen traffic back up from Moore Elementary all the way to my house. The LOS for Columbia Pike is at

least as bad as Lewisburg Pike, if not worse. Improvements to Columbia Pike are already underway. The TPR for Columbia Pike has already been completed.

Beth Adams- 1311 Columbia Avenue

- All roads feed into the city, farms sell and need for roads will increase, it is all a process; if all who live on the roads join together, we will be stronger.

Ann Peterson- 400 Chesterville Place (Alderman at Large)

- We will be looking at capitol improvements and we have already looked at Mack Hatcher Parkway, 96, and Columbia Avenue has a higher traffic count than any. Please let your Aldermen know your concerns. These other projects are all further along in the process and have completed the stage at which Lewisburg Pike is currently in.
- We have a lot more projects than money to spend.

Bev Burger- (Ward 1 Alderman)

Q. Nothing is in concrete correct?

A. Correct.

Q. We are still in the preliminary study correct?

A. Correct.

- What drives road improvements? People do.
- Median strips sometimes are not so practical because we have to maintain them. (Example: watering and mowing) we need to take these things into consideration before choosing that option. It is a process to determine which typical section will be used for the improvements. BOMA, TDOT, staff and the public will all have a say in which option is chosen.

Mike Skinner- (Ward 3 Alderman)

Q. Utilities will remain above ground?

A. In estimating a cost for the project, utilities remained above ground.

Q. Why not put them under ground?

A. It will be a BOMA decision to include undergrounding the utilities with this project.

Q. Cost adjusted for underground utilities?

A. A cost estimate can be added for the underground utilities.

Questions and Comments from the Public after the Meeting

Will Cedzich- Email on July 2, 2008

**Re: Follow-up Comments to the Lewisburg Pike Widening Planning Meeting
Conducted on July 1, 2008**

To All Addressed:

It should first be noted that although there seems to be some involvement by TDOT for the Lewisburg Pike Widening, a representative from TDOT was not introduced or acknowledged during the meeting, and presumably, not present.

The most important issue from last night's meeting is **the potential now exists for homes to be taken by eminent domain for the Lewisburg Pike widening project**, depending on the final alignment of Lewisburg Pike within the "study area" designated by the City of Franklin's consultant.

This generally means that until the City of Franklin or TDOT pass off ownership of the project, then fund and finalize the proposed Lewisburg Pike alignment, the number of homes that could potentially be taken will be unknown, thereby, relegating any homeowner within 250 either side of Lewisburg into a state of limbo. Essentially anyone within the study area, including my wife and I, are prisoners of their own home for an undetermined time.

Unfortunately, the City of Franklin and TDOT have a joint history of allowing this to happen, as this same scenario is currently being played out in Rebel Meadows on the north side of Franklin, where some residents in Rebel Meadows have been trapped in homes they can't sell for more than a decade, and longer.

In my opinion, whether carried out by TDOT, the City of Franklin, or both, **to now relegate another group of residents into the same state of limbo, while no clear ownership or funding for the project exists**, was irresponsible and reckless, and completely lacking of any judgment.

It's as if nobody learned anything from the Rebel Meadows situation, and at this point, I have serious doubts about the intent and capability of those involved with this project.

Further, I find the timing and abrupt designation of the widening project as *fast tracked* extremely suspect and troublesome, given that the Lewisburg Pike widening improvements suddenly coincide with those similarly required by the Boyle Investments development of Berry Farms.

As last night's meeting progressed, it became quite obvious to everyone the needs of a developer, whose profit is directly tied to having the Lewisburg Pike improvements in place, are once again dictating the City of Franklin's planning policies, as no other nearby infrastructure improvement is concurrently planned or designated as *fast tracked*.

To me, and aside from the dismissive attitudes of the Engineering staff, the City's position was all too clear as this *fast tracked* project is being considered ahead of more forward-thinking, common sense projects, such as the I-65 interchange improvement and Mack Hatcher widening.

To refuse to acknowledge that improvements at the I-65 interchange, the Goose Creek Bypass, and Mack Hatcher should occur first or even concurrently, rather than simply turning Lewisburg Pike into a 4-lane parking lot, is careless and represents a frivolous approach to the infrastructure in the area.

I would also like to provide follow-up comments to, and ask a few questions of Alderman Burger, whose remarks and sudden interest in a 3rd Ward project were somewhat bewildering.

Ms. Burger, based on some of your comments last night, it appears you are lobbying to be a steward for the 3rd Ward.

If you are, I believe I've already relayed several items of concern outside of the widening project that would improve the "quality of life" for many residents along Lewisburg Pike.

Specifically, I know that you and other Aldermen have had more than enough time to speak to representatives at the City to address noise and privacy issue along Lewisburg Pike, as well address what appears to be the complete abandonment by the Franklin Police Department of **any routine traffic enforcement**, but for some reason, you and the other Aldermen have ignored or simply refuse to address these issues.

I take the past inaction on these matters as affirmation of my position.

Further, your comments stating that such a development should drive the widening project is part of the faulty logic that not only put residents along Lewisburg Pike into hardship, but now plagues the entire City of Franklin with excessive traffic and a neglected infrastructure that is 20 years behind.

Ms. Burger, the City of Franklin cannot keep allowing out-of-character, over-developed pockets to force the City of Franklin into a disjointed infrastructure plan that requires the rest of the City play catch up over the next 20 years.

This idea is backward to conventional, smart, long-range planning and creates situations such as Rebel Meadows, and now Lewisburg Pike, as well the incomplete western portion of Mack Hatcher playing catch-up to Westhaven, which by the way, is a development you helped to remove the building cap from.

This type of approach may be good for a developer's bottom line, which is apparently the City of Franklin's only concern, but this faulty logic places imaginary residents in un-built, conceptual developments ahead of existing residents who have lived and worked for their home for many years.

Ms. Burger, if you haven't already, you should quickly realize the City has an inherent, primary responsibility to its **current residents, first and foremost**.

Finally, Ms. Burger, your comments regarding the lack of funding for these types of infrastructure projects around the City of Franklin were somewhat ambiguous.

I think it would be more accurate to say that the City, i.e. the Board of Mayor and Aldermen, have chosen to allocate a significant amount of its budget on items that are simply very expensive amenities for a small minority of the population of Franklin, rather than, providing infrastructure and other economical necessities that would benefit the majority of Franklin neighborhoods and residents.

In closing, Mr. Parker, Mr. Gardner, and Mr. Clinard seemed reluctant to let cat out of the bag as far as the severe restrictions homeowners along Lewisburg now face with their property.

But with some certainty, I'm sure that as we've seen with Rebel Meadows, this will not hinder the City's repeated zeal to assure the developer comes first.

If you have any questions or concerns, you can contact me anytime.

Will Cedzich
516 Justin Drive
Franklin, Tennessee 37064

Improvements to Lewisburg Pike have been planned by the City of Franklin, TDOT and the Nashville MPO long before the Berry property was purchased for development. The process to improve a state route is long. The TPR is the first of several steps in a list of required steps by TDOT and FHWA when there is the potential of state and/or federal funding. In an effort to get the infrastructure ahead of development, the City has started the process to improve Lewisburg Pike. While it may appear to some that the City is doing the work to benefit a developer, improvements to Lewisburg Pike are being done to improve a major road that already has an unacceptable Level of Service. At this time, TDOT's involvement in the project is reviewing and approving the TPR and ensuring that the City of Franklin follows the proper procedures for planning the project.

There has been potential for properties to be affected by improvements to Lewisburg Pike prior to the meeting being held or the TPR being developed. Generally, two-lane major roadways or state routes have the potential to be widened. This leaves many homes adjacent to the roadway as having the potential to be impacted or relocated when future improvements are made. However, during the Design Stage, all efforts will be made to minimize the impacts to properties, including limiting the number of houses that may be relocated.

Beginning the improvements process should be looked at as a good step by the City. Existing and potential property owners along Lewisburg Pike can see that steps to improve existing traffic problems are already being taken. Developing the TPR is

the first step in making any improvements to Lewisburg Pike. Without the TPR, no improvements can be made and traffic will continue to get worse. There are policies and procedures that must be followed in all projects that could potentially receive state and/or federal funding. Without performing all TDOT and FHWA required steps, the City would lose state and federal funding.

There is no doubt that projects like I-65, Mack Hatcher, the Goose Creek Interchange, and Columbia Pike are very important and may have more impact to the overall regional transportation network than Lewisburg Pike. It is important to know that all of these projects began the Planning process well before the TPR for Lewisburg Pike was even funded by the City of Franklin. In fact, with the exception of Columbia Pike, the other projects have completed planning and are already under design.

Will Cedzich- Email July 3, 2008

To all addressed:

Aside from the concerns and planning issues I have already forwarded to you, I want to specifically address some conflicting information during the Lewisburg Pike Widening Planning Meeting.

In previous unanswered correspondence, I've asked the question several times why Lewisburg Pike is designated a Truck Route when this corridor has now become a dense residential area. The reason this question is important is that the truck traffic is a large contributor to traffic and **the** largest contributor to noise by their constant use of "jake brakes."

I again posed this question to the Engineering staff at the July 1st meeting Lewisburg Pike Planning Meeting, to which I was informed by Mr. Parker I needed to "contact the Legislature" and lobby them since this route is controlled by the State.

Very simply, this has got to be the silliest suggestion I've ever heard. I'm pretty sure that residents didn't lobby for Lewisburg to become a Truck Route, so why would residents waste time lobbying on their own for little if any resolution? In my opinion, Mr. Parker and his staff should be addressing these issues on behalf of the City's citizens.

Nonetheless, Mr. Parker's recent remarks at the meeting directly conflict with information presented by his office in a February 23, 2007 Memorandum from Carl Baughman:

"Mr. Cedzich raises the Truck Route issue as a transportation and land use coordination matter. **The Truck Routes are designated by the City of Franklin**, and include Highway 96 east of Mack Hatcher, all of Mack Hatcher,

Lewisburg Pike south of Mack Hatcher, and Columbia Avenue south of Downs Boulevard. As a U.S. Highway and Mack Hatcher feeder road, City Authorities saw fit in 1998 to incorporate Lewisburg Pike into the official truck route network. The presence of Dallas Downs, Hunter's Chase and Moore Elementary back then did not deter the Truck Route designation. Similarly, the presence of the Truck Route designation has not deterred Moore's Landing, two churches and further Dallas Downs development proposals. It appears that the designation and developments can co-exist. However, as **the Franklin Police Department was a partner in establishing the Truck Routes**, it also has the responsibility of enforcing them. As Mr. Cedzich has recognized, the "Jake" Brakes issue is a matter of coordination among policy makers and truck operators, with input from private citizens."

Obviously, there seems to be a great deal of confusion.

In any event, since Mr. Parker's office has delivered the message that has effectively trapped many Lewisburg Pike residents in their homes, and it doesn't look like anybody will be moving any time soon, TDOT, the City of Franklin and Mr. Parker's office, **now more than ever**, have a pressing obligation to move ahead in addressing the concerns I've presented in the past, and it's a shame that nearly two years have been lost in addressing these issues.

William J. Cedzich
516 Justin Drive
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At the meeting, Mr. Parker stated that the City cannot restrict truck traffic on a state route. In the email, Mr. Baughman discussed how Truck Routes were designated. The City has asked TDOT in the past to restrict truck traffic on certain state routes or sections of a state route but has been denied. Because the City was unable to restrict truck traffic, all state routes were designated as Truck Routes in an attempt to keep truck traffic off downtown or other local streets.

Since the City has already been denied the attempt to restrict truck traffic, the only possibility of action would be to go above the City level. There really hasn't been any indication that TDOT will change their mind if the City continues to make this request or changes the way that it makes the request. The only possibility of getting the truck traffic restricted would be at a State level, which may include contacting your state representatives.

Will Cedzich- Email July 4, 2008

Dear Fellow Residents (and others copied Bcc), below are a few updates I wanted to share with you.

BOMA and Special Worksession Meetings

The next regularly scheduled Special Worksession and BOMA meetings are tonight at 5:00 p.m. and 7:00 p.m., respectively.

I know at least a few people were undecided whether they wanted to attend and address the BOMA, as it may be too early given the ambiguity of the information presented during the July 1st meeting. Please note, you must speak before the BOMA meeting on items not on the agenda, and will generally be limited to 2 minutes.

As far as the Special Worksession, I do not know the format and am not aware of any published rules by Mayor Schroer (who instituted these meetings) for attending and addressing those present.

However, from previous televised sessions, I have observed on occasion that others, such as developers and P.R. agents for some downtown groups, have been able to sit with and casually address the members of the BOMA. I suspect the process may be different for taxpaying residents.

TDOT Funding

I've received some emails and have spoken with others about TDOT's funding and involvement regarding the Lewisburg project, specifically, that TDOT does not have the funding for this project.

This is simply unknown at this point, and unfortunately, I have not heard back from anyone at TDOT on this matter, and as we know, a TDOT representative was not at the July 1st meeting.

Tennessean Article

An article was published on the Tennessean's Williamson A.M. website titled **"Lewisburg Pike widening may – or may not – include condemnation"** found at the following link.

<http://www.tennessean.com/apps/pbcs.dll/article?AID=/20080707/COUNTY090101/80707077/1164/COUNTY09>

The article describes "designers" as generally pushing the widening of Lewisburg to match the development of Berry Farms.

Several people asked this question directly and repeatedly at the meeting, and the article's implication is contrary to the answers provided (or not provided as the case may be) by the Engineering staff.

The article does however, point out a serious omission in the engineering report, in that several "relocation payments" for residences are included in the Cost Data Sheets, but for some reason, those properties are not listed.

In closing, Ms. Betsy Hester (County Commissioner) and Mr. Richard Berg (Hunter's Chase HOA) are also quoted in the article, and their comments address the heart of the problem in that the City and Engineering Department seem unapproachable and remiss in being proactive on behalf of its citizens and addressing the **total impact to all homeowners and residents** along Lewisburg, while their zeal to *fast track* this project on behalf of a developer should serve as a lesson to what happens to a City when places its residents' well-being at the bottom of the list.

At this point, and as I've mentioned before, the only thing accomplished is several homeowners have been isolated with an indirect and hardship placed on them while no clear plan or funding is even in place.

If you have questions, comments, or concerns, please contact me. I will provide updates as I receive pertinent information.

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There was not a TDOT representative at the meeting; at least, not one that made an attempt to identify his or herself. TDOT was aware of the meeting, but since it was not a required meeting and the TPR is being developed entirely by the City, they may just have chosen not to attend. TDOT has been involved with the project by supplying guidance to the City and CEA, attending the TPR Field Review, and reviewing the TPR. As the project progresses, TDOT involvement most certainly will increase.

The Tennessean article, like all newspaper articles, is not always entirely correct or does not always provide the full story. Any typical section used for Lewisburg Pike will be dictated by TDOT and the City. The developer has been directed by the City to design its required improvements to Lewisburg Pike based on the City's Street Specifications and Standards, not the other way around.

It is true that there is a relocation cost included in the TPR. CEA simply utilized the aerial maps contained in the Appendix of the TPR along with experience and professional judgment to estimate a number of homes which could potentially be affected if either Option A or B is chosen. There is certainly not a list of houses or a map that has particular houses designated for relocation. The number in the TPR is an educated guess to estimate a total project cost, including potential relocated houses.

As has been stated numerous times throughout this report, the City has presented all information available at this time. Definitive information, such as property impacts, will not be determined until the Design Stage. The City is starting the project now, rather than waiting until more development, both inside and outside of the City, dictates a stronger urgency to begin necessary improvements. The City has taken steps to involve property owners earlier in this project than required in order to be proactive.

Richard Berg- Comments at July 8, 2008 BOMA Work Session (taken from meeting minutes)

Richard Berg, president of Hunters Chase HOA, came forward to discuss the new road planning report from Engineering that includes widening Lewisburg Pike. Mr. Berg said he thought the process was handled poorly and that the priority is inappropriate. He has a problem with the report mentioning relocation costs for 13 homes and the severe effect on other homes. He finds it puzzling that Engineering doesn't know which homes will be affected. Further, the Engineering Department and City Administration created a situation of holding the residents along Lewisburg Pike captive because of a document that places homes and home values at risk with a project that has no funding by the City or TDOT. He would like a committee composed of Lewisburg Pike residents and City staff established. He has three HOAs willing to sit down with staff to help minimize the damage already done.

Mr. Berg's second problem is Lewisburg Pike being designated as a truck route when no other truck route in the City goes by homes, schools, and churches. The landscape on the road has changed in 15 years. He is puzzled as to why the Engineering Department said they couldn't do anything going to TDOT when it was Engineering and the City that asked TDOT to make it a truck route in the first place. He wanted to know what could be done to do away with the 18-wheelers.

Alderman Skinner said he hoped BOMA could get to a point in the process to identify the homes designated for relocation. He further requested that in matters of this import, the aldermen get reports as soon as possible. He would like the issue of the truck route designation investigated to get the road decertified as a truck route.

Mayor Schroer said Lewisburg Pike is not on a fast track by BOMA. In four discussions with TDOT, it was not mentioned. The Berry Farms development is a

big part of the Lewisburg Pike widening discussion. Alderman Burger commented it is developer driven and they are paying for it. Mr. Berg said he wants to see things more resident driven rather than development driven.

There is certainly not a list of houses or a map that has particular houses designated for relocation. The number in the TPR is based on CEA's experience and professional judgment to estimate a number of homes affected. There is not a reason to form a committee at this time. The Informational Meeting was intended to get overall public input, rather than just from the City or a committee.

The City cannot restrict 18-wheelers on a state route. The City has asked TDOT in the past to restrict truck traffic on certain state routes or sections of a state route but has been denied. Because the City was unable to restrict truck traffic, all state routes have been designated as Truck Routes in an attempt to keep truck traffic off downtown or other local streets.

Drafts and working documents of plans and reports are typically not made available to all. This is done so that information that is subject to change, such as affected properties is not taken as final design and cause unnecessary concern and confusion to the public. Staff waited until the report was nearly completed before making it available to the Board and the public. The meeting was actually held prior to the TPR being finalized in an attempt to include public input in the Final document submitted to TDOT for approval.

City staff will continue to identify improvements to infrastructure that is necessary to complete. It will then be up to the Board to approve the funding required to make the improvements. If additional funding for Lewisburg Pike is approved, the process will continue and homes designated for relocation will be identified during the Design Stage. Future public hearings will be held so that residents can have input in the project.